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The finest Stout in the World
"BOAR'S HEAD"
BOTTLING.
SOLE AGENTS—
H. PRICE & CO.,
12, Queen's Road Central.

Hongkong Daily Press.

ESTABLISHED 1857.

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GENUINE
TANSAN
BOTTLED BY
J. CLIFFORD WILKINSON
SOLE AGENTS—
H. PRICE & CO.,
12, Queen's Road Central.

No. 14,364 號肆拾陸百零千肆萬壹第 日玖十式月式年十壹緒光 HONGKONG, THURSDAY, APRIL 14TH, 1904. 聖拜禮 號肆十月肆年肆零百九仟壹英港香 PRICE, \$3 PER MONTH.

TO KEEP YOUR HOUSES SWEET AND
CLEAN USE

WATSON'S
HYGIENOL.

THE BEST LIQUID DISINFECTANT
ON THE MARKET.

A. S. WATSON & CO.
LIMITED.

THE HONGKONG DISPENSARY.

CUTLER, PALMER
& CO.'S
PRICE \$11.00 PER DOZEN
NET.

"SPECIAL BLEND" WHISKY
Blend
Selected
Distillations of the
Finest Scotch Whiskies

Apply to
SIEMSSSEN & CO., Hongkong.

GREEN ISLAND CEMENT COMPANY.

PORTLAND CEMENT.

Casks of 375 lbs. net \$4.75 per Cask ex Factory.

Bags of 250 lbs. net \$2.55 per bag ex Factory.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 14th August, 1903.

VICTORIA CYCLE EMPORIUM

We are Sole Agents for the following—

MONOPOLE, FUTURE, CENTAUR, and

NEW PREMIER CYCLES. Best American

Machines in the Market, always on View and

for Sale. Also: Large Assortment of SECOND-

PAND. MACHINES of various makes,

newly as good as new, at greatly reduced prices.

MOtor CYCLES, MAIL CARTS,

RICKSHAS ERECTED WITH PNEUMATIC

TYRES and BALL BEARINGS throughout.

Everything in the trade always kept in

Stock. First-class workmanship guaranteed in

all branches of the business. Re-encoding a

specialty. MCKIRDY & CO.

360a 43 & 34, Queen's Road East.

NEWTON'S AGENCY.

COMMISSIONS of all kinds executed.
Carriers, Forwarding and Shipping
Agents; Acts as Consignee, attends to clearing
of baggage, &c. Baggage collected and ware-
housed until required, and shipped and insured
upon departure.

Passages booked by P. & O., N.D.L., M.M.,
C.P.R., Pacific Mail, and C. & O. Steamship
Lines, and Trans-Siberian Railway.

Letters, Telegrams, and Addressed c/o Agency
receive special attention. Reading and writing
room attached. For East Newspapers and
Directories and Telegraph Codes on hand.

Shipping commissions undertaken, full trade
discounts obtained. Latest books, periodicals,
and newspapers supplied at trade prices. Best
brands of Manila and Borneo cigars at moderate
prices, price lists on application.

Address: 29, Gracechurch Street, London,
E.C.

Hongkong, 5th April, 1904.

[1912]

"BOA VISTA"
HOTEL-SANITARIUM OF SOUTH
(CHINA)
MACAO

Has been re-opened under European
management and most strict supervision
as to food, cleanliness, and hygiene of the place.

All comfort of a home.

A most pleasant retreat for those desirous of
a few days rest and quiet.

Comfortable accommodation for travellers
paying a visit to the interior and picturesque
colony of Macao.

Macao is 30 miles south-west of Hongkong.
One steamer (s.s. *Hawngshan*) daily to and
from Hongkong, and two steamers to and from
Canton, give easy communication with both
these centres.

Cable Address—"BOAVISTA".

For Terms, apply to THE MANAGERS.

[224]

OCCIDENTAL HOTEL.

ELGIN ROAD, KOWLOON.

35 Bed-rooms, excellently furnished.

Bath to each room.

Dining-room and Cuisine under strict
supervision.

European and American Wines, Spirits, and
Beers.

POOL AND BILLIARDS.

English, American and Manila Newspapers on
file.

Terms: \$4 to \$10.00 per day.

E. MATTHAYEY,
Proprietor.

Hongkong, 6th May, 1903.



CHAMPAGNES,
SHERRIES,
PORTS,
CLARETS,
BURGUNDIES,
HOCKS & MOSELLES,
BRANDIES,
GINNS,
WHISKIES,
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BEERS & STOUT

Telephone No. 76.

CALDBECK, MACGREGOR & CO.
WINE AND SPIRIT MERCHANTS.

15, Queen's Road.

Hongkong, 4th March, 1904.

ELECTRIC LIGHT

ELECTRIC LAMPS OF ALL KINDS AND AT MODERATE PRICES
ALWAYS IN STOCK.

[4239] EDM. JOHANNSEN,
10, DES VIEUX ROAD CENTRAL.

CONFECTIONERY !!

THE CHOICE, P AND LARGEST VARIETY, FROM PARIS AND LONDON.

MARRONS GLACES, CRYSTALLISED FRUITS.

TOM SMITH'S CRACKERS.

XMAS PLUM PUDDINGS.

DATES, FIGS, RAISINS, ALMONDS and NUTS.

STILTON, CHEDDAR, GORGONZOLA, ROQUEFORT, CAMENBERT,

CHEESE SAVOIE, CREAM CHEESE, MACLAREN'S and YOUNG AMERICAN

CHEESE.

YORK HAM and BEST ENGLISH BACON.

TOYS, TOYS.

DECORATIONS and CANDLES FOR XMAS TREES.

[4240] G. GIRAUT.

INSURANCE

THE STANDARD LIFE OFFICE.

(ESTABLISHED 1825.)

Over

£22,000,000

Paid in Claims.

THE Standard is the only British Life Office
having a Local Board of Directors in the
Far East with full power to accept Proposals,
pay Surrenders and Claims on the spot without
reference home.

The Oldest and Cheapest Company in the
East.

DODWELL & CO., LTD.

1891-2] Agents.

HOTELS.

HONGKONG HOTEL

A FIRST-CLASS HOTEL IN EVERY RESPECT

Elegantly Furnished Reading, Drawing
Music, Ping-pong and Smoking Rooms,
Private Bar and Two Billiard Rooms for
Hotel Residents.

Dining Accommodation for 300 persons,
Private and Special Dining Rooms.

European Chef and Indian Curry Cook.

Ladies' Afternoon Tea Rooms with European
Matron in attendance.

Ladies' Clock Room.

Hydraulic Elevators to each Floor.

Bedroom Accommodation—131 rooms.

Electric Lighting throughout. Electric Fans
in Room, if required.

Hot and Cold Water throughout.

Wines and Groceries specially imported by
the Hotel Co.

Wines cooled by Hotel refrigerators.

Hotel Linen washed on Premises by
machinery.

Fire Extinguishing Mains and Emergency
Exits on every floor.

MODERATE CHARGES! NO EXTRAS!

H. HAYNES,
Manager.

[4241]

PEAK HOTEL.

Admirably Situated. Sheltered from the
North-East Monsoon and Open to the South
West Monsoon.

A COVERED GANGWAY LEADS
FROM THE TRAMWAY TERMINUS
INTO THE HOTEL.

Telephone No. 29.

Town Office: 7, DUDDELL STREET.

[4242]

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea Rooms.

Private Bar and Billiard-Rooms.

Hot and Cold Water throughout.

Electrically Lighted. Electric Fans (if
required).

Electric Passenger Elevator to each floor.

Table D'Hoté at separate tables.

For Terms, &c., apply to the
MANAGER.

Hongkong, 10th June 1903.

[4243]

CONNAUGHT HOUSE.

A FIRST CLASS HOTEL. Situated near
the Banks and Principal Offices.

Excellent Cuisine and Wines.

Large and Loftty Rooms. Elegantly Furnished

Hydraulic Elevator, hot and cold water
throughout.

Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to the
MANAGER.

Hongkong, 31st October, 1902.

[4244]

MACAO

AND

CANTON HOTELS.

A LITTLE CHANGE.

THE Round Trip from HONGKONG

to MACAO, thence to CANTON and back to

Hongkong, will be found interesting and

enjoyable.

WM. FARMER,

Proprietor.

[4245]

ANDERSON'S REGULATION
WATERPROOF.

NEW STYLES IN CLOTH RAINCOATS.

UMBRELLAS AND LEGGINGS.

CABIN TRUNKS. SUIT CASES. HOLDALLS.

LANE, CRAWFORD & CO.

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned:—

SUPERB OLD COGNAC, \$23.50 PER DOZ.

Distinguished by Four Stars on the label.

A. S. WATSON & CO.,
LIMITED

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

CLARETS.

FINEST VINTAGES FROM
THE MOST
CELEBRATED
CHATEAUX
IN EXCELLENT CONDITION.

	1 doz. Qts.	2 doz. Pts.
B. ST. ESTEPHE (Red Capsule)	\$8.00	\$9.00
C. ST. JULIEN (Red Capsule)	10.00	11.00
D. L. A. ROSE (Red Capsule)	13.50	14.50
CHATEAU HAUT BRION LAREVET	20.00	22.00
CHATEAU MOUTON D'ARMAILHACQ	24.00	26.00
CHATEAU PONTEL CANET	28.00	—
CHATEAU LA TOUR CARNET	33.00	—
CHATEAU RAUZEN	48.00	—
CHATEAU LAFITE	54.00	—

A. S. WATSON & CO.
LIMITED.

THE HONGKONG DISPENSARY.

(31)

NOTICE TO CORRESPONDENTS
Only communications relating to the news columns
should be addressed to THE EDITOR.

Correspondents must forward their names and ad-
dresses with communications addressed to the Editor,
not for publication, but as evidence of good faith.

All letters for publication should be written on
one side of the paper only.

No anonymously signed communications that have
already appeared in other papers will be inserted.

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Cable address: PRESS, Codes: A.B.C. 6th Ed.
Letters P.O. Box, 33. Telephone No. 12

The Daily Press.

HONGKONG OFFICE: 14, DESVOLUX ROAD, C.I.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 14TH APRIL, 1904

The practice of deporting worthless or
criminal persons from Shanghai to Hong-
kong is one of which we have frequently
complained in the past, but it continues to
flourish, and hardly a week appears to go by
now in which a reader of court proceedings
in our northern neighbour's Press cannot
find some mention of an undesirable char-
acter who, with or without preliminary
imprisonment, is to be removed from
Shanghai and given a fresh chance in life
in Hongkong. Matters have come to such

a pass that the most recent Shanghai joke
(which we quoted in yesterday's issue) is
the child's answer to the teacher's question
where bad people go to—"To Hongkong."
Shanghai, in the popular phrase, is "rubbing
it in" by thus laughing at us. But indeed it is no laughing matter. We are not in-
humane, and we think it is very right
that minor offenders should be given the
chance to make a fresh start. But why in
Hongkong, when Hongkong is not in any
way responsible for their offending? We
are not in a position to be a reformatory or
moral sanatorium for other ports in the Far
East. We are not over, but under-policed,
and having so much work to do in looking
after the hordes of low-grade and at least
suspicious Chinese whom our labour-market
attracts, we cannot with justice be called
upon to undertake the supervision of non-
Chinese rogues and vagabonds from other
places. It is impossible to say definitely
that any than British subjects are openly
passed on to Hongkong, though it is certain
that the "beachcombers" with whom we
are favoured are not all British. The
Insular Government of the Philippines
recognised the equity of Hongkong's com-
plaints not long ago, when it was decided

to ship released convicts and other deportees
of United States nationality direct to the
States, instead of, as formerly, letting them
proceed to Hongkong. But the Philippines,
of course, are troubled with bad or suspi-
cious characters of other nationalities, and
of these we certainly get our share when
the Philippines get too hot for them.
Shanghai's offence against us, however, is
worse, and the sting of it all is that British
undesirables are legally sent here in a
number of cases, to prey on the community.
The Order in Council for the Government
of H.B.M.'s subjects in China (and Japan,
as it was originally) declares in its 107th
clause that, "where an order of deportation
is made, the Court shall not, without the con-
sent of the person to be deported, direct the
deportation of any person to any place other
than Hongkong or England." The 112th
clause goes on to say that, "when any person
is deported to Hongkong, he shall . . . his
arrival there be delivered, with the warrant
under which he is deported, into the custody
of the Chief Magistrate of Police of Hong-
kong. . . . who, on receipt of the person
deported, with the warrant, shall detain
him and shall forthwith report the case to
the Governor. . . . who shall either by
warrant (if the circumstances of the case
appear to him to make it expedient) cause
the person so deported to be taken to
England . . . or else shall discharge him
from custody." This is the legal
sanction in case of deportees. But there
are also British subjects who get into trouble
in Shanghai, who are not definitely deported,
but, as it were, let off with a caution if they
undertake to go to Hongkong. Now with
regard to the Order in Council, this was
made in 1865, when circumstances were of
course totally different from what they
are now. The continuance of the practice
of "dumping" in Hongkong at the
present date is iniquitous. As for the
cautioned persons, who are sent on to
Hongkong to try to amend their ways,
the British authorities at Shanghai
responsible for so sending them are certainly
treating Hongkong in an unjustifiable man-
ner in order to lighten their own labours.
It is high time that a vigorous protest is
made, and that the local Government of the
Colony takes steps in the matter. Public
complaints, however true, cannot alone do
much against a long-established tradition;
and the matter is, moreover, one which
intimately concerns the policing of this
Colony.

Work is going forward on the new Post Office
site on the Praya, and two huge pile-drivers are
already in position.

An office boy in the Chartered Bank at
Bangkok has been arrested on a charge of being
implicated in the forgery of a cheque for 12,000
bahts.

Members of the King Edward VII. Lodge
No. 910 R.A.O.B. are reminded of the con-
cluding ball of the season which is to be given
tonight in the City Hall. Dancing will
commence at 9 o'clock.

Mr. G. W. Clark, photographer, Ice House
Road, sends us a series of photographs he secured
during the recent fire at the Kowloon godowns.
They are capital pictures, showing the fire as it
appeared at different stages. To those who
witnessed the fire, in particular, they will be in-
teresting memorials.

Yesterday forenoon the central part of the
city was crowded with German soldiers from
the transport that is presently in the harbour.
Most of them made their way to the market
for the purchase of fruit, and the pavement
opposite the Post Office was in rather a dan-
gerous state for some time, covered as it was
with banana-skins and orange-peel.

The trade returns of the Straits Settlement
for the quarter ended on the 31st December
last have now been issued. Both imports and
exports show a considerable decrease in dollar
values amounting in all to nearly 16 million
dollars—say 7 per cent. The decrease is in part
due to the higher exchange rate of the dollar.
Exports show a decrease also in sterling, but
imports an increase to more than counterbalance.
The total trade expressed in sterling shows a
very slight increase.

The symbol of the two-headed eagle, the
emblem of Russia, is considered by some heralds
to be merely the result of the heraldic practice
of "dimidiation," which crept into English
heraldry during the reign of Edward I.
Dimidiation was simply a child's way of im-
pairing two coats of arms on the same shield by the
primitive method of cutting each in half, and
taking the dexter half of one and the sinister
half of the other, and placing them back to
back, as it were. Strange two-headed beasts
naturally resulted; us, for instance, when a lion
and an eagle were halved and joined together;
and the griffin is supposed to have been evolved
from two lions rampant by dimidiation. The
two-headed eagle of Russia was first assumed
by Ivan Basilovitch when in 1472 he married
Sophia, daughter of Thomas Palaeologus, and
niece of Constantine XIV., the last Emperor
of Byzantium. The two heads symbolise the
Eastern or Byzantine Empire of the Western
or Roman Empire.

H.M.S. *Sirius* returned yesterday, and pro-
ceeded to coal ship.

Mr. Fisher, U.S. Vice-Consul at Nagasaki, has
been promoted to be Consul at Tamsui, Formosa,
and will leave shortly to take up his new
appointment.

Immediate effect has been given to the
recently concluded Franco-Siamese treaty by the
appointment of M. M. Stremblay, Lambert,
Fourier, and Dubois to a mission in Siam to
promote French influence in that country. The
Governor-General of French Indo-China has
further commissioned the *é* four gentlemen to
form a bureau on their return to deal with all
questions tending to promote French interests
in Siam.

Dr. Shiga, the distinguished Japanese
bacteriologist, who discovered the bacillus of
dysentery a year or two ago, has succeeded in
obtaining for his Government an anti-toxic
serum, which will probably be put to the test in
the present campaign. It is the aim of everyone
who discovers a bacillus to crown his work
by producing from it a serum which may rob it of
its powers; and better fortune appears to have
attended Dr. Shiga than Professor Koch, who
has not yet, after more than twenty years,
succeeded in robbing the tubercle bacillus of its
powers.

The Governorship of British North Borneo—
worth \$15,000 a year—still remains vacant, but
the duties of the office are being carried out in the
meantime by Mr. E. Peregrine Gueritz, who has
been a judge there for the last ten years, and
was some time ago appointed one of the com-
missioners to assist in administering the Go-
vernment. Mr. Gueritz first went to Sarawak as
a cadet in the Rajah's service thirty years
ago, and gradually worked his way round to
Sandakan. He has proved himself at all times
an alert and tactful official, and has a complete
and accurate grasp of North Borneo and its
people and affairs.

One important Australian town, Palmerston,
the capital of the Northern Territory of South
Australia, is practically in the hands of the
Chinese, who form the majority of the population
and employ white men. On all the leading
Australian goldfields there are Chinese
"camps" but there the Chinese digger is as
free as the European. In Melbourne and
Sydney there are extensive Chinese "quarters."
There the Mongolians are tea-merchants,
market gardeners, furniture manufacturers, and
owners of numerous laundries. They have
almost elbowed the Europeans out of these two
latter trades.

"Excalibur" writes to the *Singapore Free
Press* a letter in which he holds that the
European element there is being swamped by the
Asiatics, that the trade of the Colony is in a
woefully hopeless state, that the Government is
apathetic, that the unofficials are pooh-poohed,
and that the time has come for the spirit of Mr.
Chamberlain's methods to be infused into
Colonial affairs. "Is it not time for the
Government to be reconstructed?" he asks.
The *Press* remarks that any "reconstruction"
only obtainable by revoking the Orders in
Council on which the Colony stands, would
end in an ultimate increase of the disabilities of
the European element.

Work is going forward on the new Post Office
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Sophia, daughter of Thomas Palaeologus, and
niece of Constantine XIV., the last Emperor
of Byzantium. The two heads symbolise the
Eastern or Byzantine Empire of the Western
or Roman Empire.

The literature of Japan has excited some jea-
lousy in Paris, writes a home contemporary. No
where, says a sprightly critic, is fiction so much
written and read as in the land of the Mikado.
Japanese romances are enormously long and
dull. One of them, entitled *The Story of Eight
Dogs*, runs to 116 volumes, and at the end all
the characters, numbering fifty, without count-
ing the Dogs, are dead, and the reader's condi-
tion is not much better. Happily, adds the
critic, this tale has not yet been translated into
Russian. Evidently he is a feuilletonist, who
wishes he could keep a story going as long, and
chap up as many corpses. But in justice to
Japan it should be said that the romance in
question is in 106 volumes only, and that the
Dogs are Japanese gentlemen, whose canine
character is allegorical.

TELEGRAMS.

REUTER'S SERVICE.

CHINA'S NEUTRALITY.

LONDON, 11th April.

The *Morning Post's* Chefoo correspondent
wires that an increase of anti-foreign policy is
permeating to Peking, and that there is a
grave possibility of China's neutrality being
broken soon, in spite of official assurances to the
contrary, by a general upheaval of the people.

AUSTRIA AND ITALY.

LONDON, 11th April.

The *Standard's* correspondent at Vienna
says that it is anticipated the result of the meet-
ing between the Austrian and Italian Foreign
Ministers at Abazia will be that the agreement
between the two countries relating to Albania
will be extended to the whole of the Balkans.

LEAVITT'S TROUBADOURS.

Last evening this Company performed in the
Theatre Royal before a fair house. There was
a change of programme and some novel
turns were put on.

To-morrow night Professor Zancig will
put a hypnotised person, to be selected
from the audience, into a sleep, and the
subject will be placed on exhibition in the
window of Messrs. Ullmann & Co., Queen's
Road, opposite the Post Office, until Saturday
night, when the Professor will awake him from
his trance. As Professor Zancig has fully
established his title to be in the front rank of
thought-readers, it will be still more interesting
to see how he exhibits his hypnotic powers,
which are said to be of quite a different class
from anything of the kind yet seen in Hong-
kong.

STREET-COOLIE HIRE.

In response to a correspondent who asks
whether 33 cents a day for the hire of street-
coolies is, as stated in the *Chronicle* and
Directory, the correct fee, and if so, by whom it
was fixed, we may state that the scale is official.
Having enquired into the matter, we refer our
correspondent to Ordinance 8 of 58, section
XVII, and to the *Government Gazette* for 1871
when on p. 337 a notification by the Colonial
Secretary may be found, giving the revised
scale of hire for street-coolies.

DEPARTURES FROM HONGKONG.

Between ten and eleven o'clock yesterday
morning a long string of Chinese cracklers
suspended from the verandah of the East Asiatic
Trading Co.'s premises, in Des Voeux Road,
was fired off, making much noise and emitting
a cloud of sulphurous smoke. This was a farewell
to Mr. G. Harling, Manager of the East Asiatic
Trading Co., and Vice-Consul for Sweden, who
left for Europe yesterday, accompanied by his
wife, Mr. John Goosman, who has been over
31 years in the Colony, and than whom there is
no more popular member of the German com-
munity, also left by the *Hamburg*. His retire-
ment is much regretted.

DUMMY SHIPS: A WARNING.

Admiral E. R. Fremantle, as vice-chairman
of the executive committee of the Navy League,
utters a timely warning as to the out-of-date
character of many of our sloops and gunboats
now in commission on foreign stations. The
fastest of these vessels are of only 13 knots
speed, and they are therefore useless as cruisers.
It is suggested that in case of war arrange-
ments should be made to recall the vessels at
once to the headquarters of each station, and
that the crews, some 3,000 in number, be
utilised in another way. A summary of these
old vessels of low speed—which, by the way,
cost about a million and a half of money—shows
that they number twenty-four in all, and
are scattered all over the world. They include
fourteen sloops (five on the China Station) and
eight gunboats (two in China), but light-draft
river gunboats are not reckoned, as their
retention can be defended. The conclusion is
that the Admiralty should build more fast
sloops to take the place of these masted police
ships.

T E CHINAMAN'S FAREWELL.

[The Duke of Marlborough stated the other
day that he was credibly informed that at first
at any rate many Chinamen preferred to leave
their wives at home. (Laughter.)]

The parting of our ways lies here.

But, almond-eyed, forsooth to weep;
Tis that, although I hold you dear,
The world has found me cheap.

No more rats and rice we share;
By native swamps of curi we smell;
You're mine, for ever mine—but there
Are other mines as well.

Called forth by fate's unspiring stick,
Driven by fate's unsparing stick,
The minor cannot take his choice—
He merely takes his pick.

Here as a man I quit the scene—<

ROYAL HONGKONG YACHT CLUB.

TWELFTH CLUB RACE.—COURSE NO. 19.
The 9th April opened with a dead calm and glassy sea, and it seemed as if the championship yachts would have another unfinished race to result but the wind gradually rose with the flood tide, and at the conclusion of the race it was blowing half a gale.

At gunfire the *Dione* and *Elspeth* got off with the lead, but *Vernon* gradually closed up, and these three kept together past the Trocas Rock and up to the Fairway Buoy. On the close haul up to the Trocas Rock the second time *Dione* was still leading, *Vernon* close to her; *Aileen* caught up *Elspeth*, and these two rounded the buoy together. However, in reaching and running down to the Fairway Buoy, the *Elspeth* again went ahead. For the best home *Dione*, *Vernon*, and *Aileen* stood in to the Hongkong shore, but *Elspeth* tacked straight across to Stonecutter's Island, where there was smoother water. Half-way across the harbour the *Dione* and *Vernon*, which were close together, separated, the *Dione* passing under the stern of a steamer and standing over to the Yau Ma Tei shore, and *Vernon* making another tack towards Hongkong. This gave *Dione* the race, as from this point she gained 7 or 8 minutes on the *Vernon* by getting into a windward tide and smooth water on her last tack. The *Aileen* closed on the *Vernon* in the rough water, and the *Elspeth* was within 2 minutes of her also, but she gave up after fouling the *Aileen* near the finish.

The *Dione*, by winning the last three races secures the second prize in this class, whether she results the eleventh race or not. The times at the finish were:—

	H.	M.	S.
<i>Dione</i>	3	39	15
<i>Vernon</i>	3	47	12
<i>Aileen</i>	3	48	33
<i>Elspeth</i>	did not finish.		

and the marks for the season are:—

<i>Vernon</i>	79
<i>Dione</i>	44
<i>Aileen</i>	20
<i>Elspeth</i>	17

ONE-DESIGN CLASS.

The twelfth and last club race was sailed on the 10th inst. in a fine breeze from the east, and resulted in a win for *Colleen* over *Min* by 2 feet, after one of the closest races sailed this season, the two yachts never being more than 50 yards apart whilst in company. *Colleen*, *Bonito*, and *Min* took one reef down, but *Kathleen* and *Erica* carried full sail and were at times a trifle hard to steer in the puffs in consequence. A very level start was made, *Colleen* and *Min* crossing together, *Colleen* to windward, with the other three in close company. All set spinakers to starboard except *Bonito*, and the boats kept close together till they gybed at Trocas Rocks Buoy. *Colleen* was round first, followed by *Min*, *Kathleen*, *Erica*, and *Bonito* in the order named. *Colleen* did not gybe immediately, but finding *Min* drawing up fast gybed and got away again. After running down the north side of the island all the yachts came together again in the lumpy patch of wind and calm to leeward of the island. Here *Bonito* kept very close to the shore, and carrying the wind with her, drew ahead for a few seconds. However, *Colleen* was the first to feel the true wind, and with sheets slightly checked went off for the North Fairway Buoy. *Min* and *Erica* were the next to get the wind, and went off together, *Min* to windward, *Kathleen* and *Bonito* being slightly astern. On the reach across *Colleen* kept ahead of *Min*, which managed to shake off *Erica*, whilst *Bonito* and *Kathleen* fell behind. *Colleen* luffed round the buoy thirty yards in front of *Min*, which in turn was about 12 minutes in front of *Erica*. *Bonito* and *Kathleen* meanwhile were having a keen struggle, until on reaching the buoy *Kathleen* gave up, having sprung her mast. All the yachts were able to fetch the east end of Stonecutter's on the starboard tack, and *Colleen* got round in front of *Min*, with *Erica* and *Bonito* along way astern. Spinakers were once more set to port, and *Colleen* rounded the west end of the island just clear of *Min*. Taking in spinakers they reached across to the Fairway Buoy still in the same order. Rounding the buoy *Colleen* stood clear across to the Stonecutter's side, whilst *Min* elected to work up the centre of the harbour. *Erica* and *Bonito* chose the Hongkong shore, and gained somewhat, *Bonito* managing to cross *Erica* and get home in third place. The two leaders meanwhile came together again near the Star Ferry Wharf, *Min* shaking out her reef just before *Colleen* crossed her bows. From here on a desperate race ensued, *Min* sailing faster, trying hard to get clear of *Colleen* but being weather-bowed every time she tacked. Tack after tack was made by both boats, but *Colleen* to windward was able to hold her advantage to the end, and *Min* was never able to get her nose in front.

Times at the finish were:—

	H.	M.	S.
<i>Colleen</i>	3	22	45
<i>Min</i>	3	22	50
<i>Bonito</i>	3	27	—
<i>Erica</i>	3	28	20

HANDICAP CLASS.

In the handicap class *Gloria* got away to a good start, closely followed by *Chanticleer*, but they were passed on the reach to the Trocas Rocks Buoy, *Iris* rounding first, followed by *Alannah*, *Gloria*, *Chanticleer*, and *Doreen* in the order named. At the west end of Stonecutter's the boats ran into calm under the lee of the shore, but *Iris* was first away, followed by *Chanticleer*, and standing up better to the strong reaching wind with reefed mainsails than did the other boats with whole mainsails, the two leading boats kept their lead from *Alannah*, and the *Fairway* buoy was reached in the following order:—*Iris* (3 mins.

ahead), *Chanticleer*, *Alannah*, *Gloria* (close together), *Doreen*. From this point the order remained the same throughout the race, *Iris* and *Chanticleer* working down the Kowloon shore in the heat home from N. Fairway buoy, and maintaining their lead from *Alannah*, who worked the Hongkong shore.

The times at the finish were as follows:—

	H.	M.	S.
<i>Iris</i>	3	34	50
<i>Chanticleer</i>	3	38	15
<i>Alannah</i>	3	40	12
<i>Gloria</i>	3	44	12
<i>Doreen</i>	3	46	55

Corrected times:—

	H.	M.	S.
<i>Iris</i>	3	28	45
<i>Chanticleer</i>	3	30	0
<i>Doreen</i>	3	38	40
<i>Alannah</i>	3	40	12

The *Gloria* crossed the line before gunfire, and as she did not return to her recall signal was disqualified.

A KOBE LIBEL SUIT.

An action for libel is being brought by Mr. H. E. Reynell, of Kobe, against Mr. R. Young, Editor of the *Kobe Chronicle*. The action arose over the insertion of an advertisement signed by a local barrister acting as attorney for Mr. A. Kirby, who was plaintiff in a suit recently brought against Mr. Reynell. The advertisement warned the public that an order of attachment had been issued by the Kobe Court which enabled the plaintiff to attach any movable in the possession of the defendant whether held on trust or otherwise. When the advertisement appeared a letter was written to Mr. Reynell by Mr. G. C. Murray, acting accountant of the Hongkong and Shanghai Bank in Kobe, calling attention to this announcement and asking Mr. Reynell to oblige by handing the keys of the godowns to bearer so that the goods under lien to the Bank might be immediately removed. Mr. Murray, being now about to leave Kobe, was examined in the Kobe Court on the 5th inst. on an application filed by the plaintiff for the preservation of evidence. In his examination Mr. Murray said Mr. Reynell owed the Bank at the time a heavy amount of money. When application was made to him Mr. Reynell handed over the key, which the Bank retained for two or three days, and then returned it without having removed the goods, because the Bank considered that Mr. Reynell was not in such a bad condition as they had thought he was in. In cross-examination defendant asked the witness whether he was aware that it was the practice of the Court to advertise the attachment of property on the public notice board. Witness replied that he had not given the matter a thought. In further cross-examination witness said the reason he wrote the letter to Mr. Reynell was because he heard that goods were being removed by another bank from Mr. Reynell's godown. In re-examination, witness said he could not say positively when he received that information, but as far as he could remember it was the same morning as the advertisement appeared. He did not discuss the matter with the other banks and did not know whether they removed goods in consequence of the appearance of the advertisement.

U.S. DESTROYERS CRUISE
18,051 MILES.

The United States destroyer flotilla consisting of the *Chauncey*, *Dale*, *Bainbridge*, *Barry*, and the *Decatur*, escorted by the converted cruiser *Buffalo*, arrived at Singapore on the 3rd inst. The squadron left Key West on the 23rd December. Few cruises in the history of the U.S. navy have excited the public and professional interest occasioned by this voyage of the *Decatur*, *Barry*, *Chauncey*, *Dale* and *Bainbridge*, which, when added to the Asiatic battleship fleet, will greatly enhance its fighting value. Each of these destroyers, all of which are under the command of Lieutenant Lloyd Chandler, is 243 ft. long or 535 tons full load displacement, 800 horse-power, and from twenty-eight to twenty-nine knots maximum speed an hour. For rapid evolutions they surpass any craft ever put into commission in the United States navy, their most notable work being the flying wedge, in which at full speed they come together in the form of a "V," their sides almost touching, and discharge torpedoes simultaneously at a given target. Although a hundred ships of the U.S. navy smaller than these boats have crossed the Atlantic, it has been questioned whether the destroyers could successfully withstand the heavy seas of this season of the year in the Atlantic and the uncertain weather to be expected in the Indian Ocean.

The *Buffalo* is commanded by Captain Albert Ross. The determination of the route was left largely to the commander of the *Buffalo*, but as tentatively outlined the *Buffalo* and the flotilla headed straight from San Juan for the Cape Verde Islands, then past Gibraltar into the Mediterranean with a short stop at Algiers and a longer one at Naples before passing through the Suez Canal. Men on the destroyers were sure of the ability of the boats to make a safe voyage to the Far East, the *Straits Times* records, and said that the destroyers had proved stable in a pretty heavy seaway. An officer of the flotilla said that the boats are as high powered as the average cruiser, have as much freeboard as a loaded collier, and when going at fifteen knots speed are as comfortable as a big steamer. He added that the destroyers shook a great deal when making full speed. There are about eighty men aboard each destroyer, a total of about four hundred on the flotilla. Lieutenant L. H. Chandler, son of a former Secretary of the Navy, William E. Chandler, is in command of the flotilla.

THE JAPANESE AND THE AMUR RIVER.

There has been a great deal said about some mysterious scheme which the Japanese are keeping in reserve, a scheme calculated to astonish the world, writes a Russian correspondent to the *Standard*. It will hardly astonish the Russians, at any rate, if the scheme be what I have reason to suppose it is, for the Russians have long ago been warned of the contingency. At the same time Russia will be utterly unprepared to meet it, nor will any possible efforts, energy, skill, or money now suffice to make her ready. The weakest point in the Russian hold upon her possessions east of Lake Baikal is her neglect of the opportunities afforded her by the magnificent three thousand miles of navigable waters in the River Amur. In the Chinese, or Boxer, outbreak of a few years ago Russia had not a single gunboat or armed ship of any kind whatever throughout these three thousand miles of water, the frontier, for the greater part of its length, of her possessions. During the troubles Russia made a few hasty purchases from local merchants of steamers used as tugs to carry cargo in huge barges up and down stream. On board of these only one of which I am informed, has a steel deck, or is at all strong enough to carry artillery. Russia placed a few field-pieces, and erected gun-shields from boiler plates. These are the "gun-boats" which may be read about in travellers' tales describing journeys on the Amur River. The best of the boats were built in England, and the majority, I believe, by Messrs. Armstrong, who will know everything about them. It is beyond the limits of human possibility to furnish the Amur River with gunboats now, and Russia will see reason to regret that she paid little attention to the representations made by Naval officers who thirsted for the opportunity of utilising this magnificent river during the Chinese troubles.

The mouth of the Amur River, at Nikolaevsk, is defended by some forts of ancient construction, and it is believed, unprovided with modern artillery. There is, moreover, a guardship, another small steamship, which began life as a tug belonging to one of the great foreign trading firms who have done so much for the Amur Territory. These will present no difficulty whatever to an attacking force such as the Japanese. Unfortunately, the River Amur is blocked at its mouth by the vast quantities of ice which come down the stream, and is further rendered dangerous for navigation by the icebergs coming down from the Arctic Ocean and tossing back and forth in the estuary for a long time after the river proper is open to navigation. Generally speaking, ships can only enter the Amur River in June. And in June we may confidently expect that a flotilla of properly armed light-draught gunboats will steam boldly into the Amur and proceed to make themselves felt throughout its length. There are no forts on the Amur River which could tackle a river gunboat, the Russians having devoted, as usually, all their attention to securing themselves against land attack. The Japanese know every inch of the river, for their careful system of espionage apart, the Japanese fishermen have been long accustomed to penetrate even as far above Blagoveshchensk, and it is probably not without a certain significance that their numbers have been noted to have increased considerably during the past three or four years. As to mining the river, it is probable that the Japanese have already taken the measure of the Russian as a mining expert, and indeed, it is not a branch of warfare to which much attention has been given in Russia.

It is true there are very few towns along the whole stretch of the Amur River, but the moral effect of the capture, say of Khabarovsk, the centre of the administration of the entire Amur region, would well repay the risks. The Japanese can live upon the produce of the country-side, and would everywhere find sympathetic Chinese to aid them. It is the Chinese who cut and stack the wood brought down to the river bank for the consumption of the steamers; it is the Chinese who provide the food supplies; it is the Chinese who, in short, have the whole economy of life on this river in their hands; and can it be doubted that Japan would find her path made easy? There is, indeed, nothing to prevent a dashing Naval officer from taking a few light-draught gunboats up the Amur to the confluence with the Sungari, and up that river, even to the headquarters of the Russian Army itself, Kharbin. Of course, actions of this nature would not influence themselves in the issue of the war, but with the aid of Chinese runners a few reconnaissances of this kind would provide invaluable information, and throw a chill upon the ardour of the helpless Russian land forces at the same time. Already one reads continually of signal lights being seen on heights around Russian posts in Manchuria, supposed to be those of the Chunguses, but at any rate hostile to Russia, for they disappear on the approach of the Russian scouts.

I leave it to naval and military experts to develop the idea I have ventured to suggest here. It must be remembered that there are very few Russians settled along the three thousand miles of the Amur, and still fewer along the Sungari, whereas Chinese abound. That the Russians will be taken by surprise would, strategically speaking, be taken by surprise even if formally warned beforehand, since it is a matter of course. If naval officers had their suggestions ignored in 1900, there is very little reason to be found in their exploits since that date why the military chiefs should give them a hearing now.

There is, moreover, one other consideration, perhaps, worthy of notice. The mouth of the Amur is closed until June, but the river itself,

since its last six or seven hundred miles run due North, is for the greater part of its length open at least a month before, and the Sungari is open in April. Now, that month would be worth the utmost efforts that nation could put forth, first, because it will be utilised by Russia to bring up reinforcements, and secondly, that it will be precisely by way of the river that the reinforcements may be expected to come; and if not the men, then at any rate the supplies will come by river, in order to relieve the strain on the single-line railway. There is one point where Nature has placed it within the power of man to change her landmarks. At a point near Dr. Castries Bay, 150 miles below the estuary of the Amur River there is a lake; the coasts of which approach within a short distance of the ocean on the East and of the Amur River on the West, there being on the Western side also a river which brings the waters of the Amur still nearer. It was once the intention of the Russian Government to cut this barrier and divert the Amur River into the Pacific Ocean near Dr. Castries Bay, so that ships could enter much earlier, and also could avoid the always dangerous navigation of the narrow neck of the Gulf of Tartary, the treacherous straits between the mainland and the Island of Sakhalin. The plan was pigeonholed and forgotten. At a generous estimate the solid land to be cut through is twenty miles, and the cutting would have been done for itself by the river if once it had been started in that direction.

Russia left this scheme unnoticed, and, in view of the present situation in the Far East, it is perhaps as well for her to do. But it is an impossible task, in these days of military engineering, to convey light-draught boats over a score of miles of level soil and launch them on the waters of a river to which the Mississippi alone is comparable? It would be interesting to hear the views of naval experts upon the chances of realising such a plan. The data are certainly all to hand in the British Admiralty, for it is on record that in recent days a British gunboat did once go up the Amur River as far, I believe, as Khabarovsk, and the geography of the region about Dr. Castries Bay was studied carefully after the Crimean War. In all probability the Russians know less about the matter than our own authorities, and certainly less than the Japanese. Indeed the country outside the towns and few settlements about the Maritime Province and the Amur Territory is served and guarded so inadequately that it can only be said to be Russian at all in name, and the name, the *prestige*, of Russia seems to be decreasing quantity in that part of the world, which is peopled by tribes in every respect allied rather to the Japanese than to the Russians.

Finally, that the Japanese will not omit this among their operations of war may be confidently surmised from a telegram received to-day. It says that the Russians have discovered in the neighbourhood of Nikolaevsk—that is to say, at the mouth of the Amur River—a large quantity of concealed supplies which comprise not only

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THE RIGHTS OF NEUTRALS.

It is not, perhaps, very generally understood that International law is in a state of flux. The result is that the outbreak of any naval war, however small, is watched with anxiety; for the greatest part of the usages of the past have become obsolete, and their successors have not yet crystallised into the form they are ultimately to take. However, progress is being made, and it appears to be certain that that much-abused concourse at the Hague will after all have an important effect. Over and above its proposed work as an arbitration tribunal, the Hague Court acts through one of its permanent branches as a codifier and expounder of International law. It will be remembered that in September, 1902, the Court decided on a code of rules relating to submarine cables in time of war, but as questions dealing with cables are not to the fore in the present hostilities, further reference is unnecessary.

The Russian outcry at Japan for beginning hostilities without a formal declaration of war is directly opposed to the vast majority of precedents, and is not worthy of serious consideration. But it is worth while to advert to a suggestion that has been made, viz., that if France should decide to join Russia in arms, she, by her mere accession to the struggle, makes us, *ipso facto*, combatants. From this it is argued that France would be within her legal right in striking at us without a declaration, and by letting the actual blow give the first intimation of the probability of hostilities with her. Now all this is, it is to be hoped, alarmist. To begin with, what was justifiable between Russia and Japan would not be justifiable here. In the former case war began when all means of avoiding it had failed, and when it was known to be imminent. Such is very far from being the case in Europe. It is not possible to say that no danger exists, but it is a reasonably safe thing to predict that if the misfortune of a European war is to come upon us, it will be more to the struggle, it will at least be prefaced by a formal declaration. The case between England and France would probably be conducted with the utmost courtesy and formality, like the preliminaries of a duel.

Russia undoubtedly is angry with us, and the anger is finding vent in charges of illegality against this country. As Lord Selborne proved in Parliament, there has been one misunderstanding, and a good deal of calumny. With regard to the Russian slander which accused us of having harboured the Japanese fleet in Weihsien prior to its attack of February 8th, it seems to have been universally accepted that, had we done so, we should have laid this country open to a repetition of the *Alabama* penalties, but on a greater scale. Such a contention is, to say the least of it, open to argument. As a point of International law, and in the absence of any formal declaration of hostilities, it is only consistent to maintain that a state of war did not come into being until the first blow was struck. The accusation was put forward, as though we had, in time of war, allowed a third Power to use our port for the purpose of attacking a Power friendly to us. Now, even if the Japanese fleet had been at Weihsien, and had sailed thence to make its attack on the ships at Chemulpo and Port Arthur, it would presumably still have been necessary, before condemning the port authorities, to prove that they were aware of the intention to attack. If they had known, and had not done their utmost, by refusing the hospitality of the port and so forth, to dismisse Japan from such a move, then England would have been responsible. But the Weihsien officials would have been guilty not, as implied, of illegal interference in hostilities already begun, but of forwarding, in time of peace, a hostile expedition directed against a Power friendly to us. The most exact equivalent of recent time is to be found in the Jameson Raid. If, on learning that there was an intention to attack, the authorities had at once ordered the Japanese fleet to leave the port, they would have preserved us from blame; and that, too, whether the Japanese had gone direct to Port Arthur as soon as they were turned out of Weihsien, or had subsequently put into one of their own ports before delivering their attack. However, in either case, the lie was a mischievous one, and it is a matter for congratulation that the Government should have struck itself before it had to nail it to the counter.

The new edition of *Half's International Law* shows what is the established usage in an event of this nature. A neutral state can only be held responsible for such acts as it may reasonably be expected to have knowledge of and to prevent. If the acts done are of common notoriety, as was the Fenian Raid into Canada in 1866, the state is obviously responsible for not using proper means to repress them. If, however, attempts are made to disguise the true character of noxious acts, it is not easy to say what amount of care to obtain knowledge of them beforehand and to prevent them, may reasonably be expected. The conclusion arrived at is that, if a Government honestly gives so much care as may seem to be proportioned to the state of things existing at the time, it does all that it can be asked to do.

The declarations of neutrality have followed the usual course, and show considerable differences. The chief of these differences is that which regulates the length of time for which a belligerent man-of-war may stay in a neutral port. Our custom is to get rid of it in twenty-four hours, unless in case of stress of weather or damage, when a reasonable delay is allowed. The custom followed 't certain Continental nations permits of a much longer delay, but does not allow of the replacing of stores or equipment during that delay. It is in that way that Russian ships lay at Jibitil for some days; and as there are still Russian ships in the Red Sea, it is certain that they are being afforded shelter of a similar nature. However, there is this against them: France had a legal right to allow them to anchore in her waters as long as they remained inactive; but as it appears that they have ceased to be inactive, and have been capturing steamers laden with coal for Japan, neutral waters ought no longer to hold them. To do so would come under the head of encouraging illegal expeditions, and it is doubtful for this reason that the Russians have had to leave Jibitil. Another point about prizes made by Russians in the Red Sea, is that they will have to be taken to a Prize Court for condemnation. In the present instance, that probably means Sebastopol, or Nicolaieff. Russia

has not published a list of her Prize Courts, but there is no doubt at least one in the Black Sea.

That court is being taken to keep well within the letter of the law with regard to Great Britain's neutrality, is seen from the striking off the Emergency List of those retired British officers who navigated the *Kasuga* and *Nisshin* out to Japan. Those officers were not under the control of our Admiralty, and the mission was a peaceful one, but some doubt might have arisen and it was held advisable for England to wash her hands solemnly in public. Also, it must be noted, that the Japanese ships lately contracted for in England will have to stay here until the end of the war. It is, of course, unlikely that they could be completed in time to share in the war, unless it happened to be very prolonged, but if they were completed to-morrow, and the war lasted ten years, they could not be delivered—unless, of course, England cared to risk her neutrality over them.

The Suez Canal rules limit the amount of coal that may be shipped in the Canal, and enforce the twenty-four hours lay clause; they also provide for the event of an accidental block in the Canal, but there is, of course, no hint of how a deliberate block is to be pre-vented. There is, however, no doubt that the precautions are very stringent, and that it would not be altogether to the interest of a belligerent Power if it tried to block the Canal, and succeeded.

Declarations of contraband by the confounding Powers have in this war gone rather farther than usual. Both coal and food stuffs are decided to be contraband. The most unsatisfactory point is that concerning coal. International law on this subject is in the making, and will no doubt be largely modified in course of time. At present, a belligerent man-of-war may take at any neutral port as much coal as will take her to the next port belonging to her own country. It follows that where the distances are great this gives her enormous freedom, for she can cruise in the neighbourhood where she received the coal for a considerable period, and then go back for more—always provided that she does not go back to the same port within three months, but repairs to another port belonging to another Power. Thus, in 1898, the American squadron that operated at Manila could at Hongkong. They could claim enough coal to cross the Pacific, even though they had no intention of doing so. If they wanted more, they could go to Tonkin for it; or more again, to Macao; then, perhaps, to Shanghai, or to Japan. That is, they had absolute freedom, and the freedom of an outward bound Russian squadron would be nearly as great. This sort of thing is most dangerous, and cannot be expected to last. It is to be hoped that the present war will decide what is to be the usage for the future.

The declaration of an alliance between Japan and Korea settles the points which had been raised as to the violation of Korean waters and territory. It is not clear that the destruction of the Russian ships at Chemulpo, with which the war began, did violate neutral waters, for it is stated that the action took place four miles off shore. The Japanese Commander-in-Chief ordered the Russians to come out and fight in the open. He may have been considering the question of neutral waters, but it is much more likely that he had in his mind the four neutral man-of-war in the port, and the necessary damage to private property which a battle inside the harbour would produce. And if Japan had shown a tendency to respect Korean neutrality—a thing wildly improbable in itself—she would by so doing merely have tied her own hands, for it was not in the least likely that Russia would keep her hands off. The fact is, that when the war broke out, it was universally recognised that Korea, just as much as Manchuria, was to be the cockpit in which the quarrel would be fought out. The Russian survivors of the Chemulpo battle, though picked up by the neutral ships, do not on that account cease to be prisoners of war. It is only possible for neutrals to deal with such prisoners after consulting, and receiving the consent of, the victorious combatant. A somewhat similar incident marked the termination of the cruise of the notorious *Alabama* off Cherbourg. L. G. CARL LAUGHTON, in the *Naval and Military Record*.

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NEW PLAN OF DALY

PLAN OF FOREIGN CONCESSION, SHANGHAI

PLAN OF HONGKOW (SHANGHAI) WITH INSET

SHOWING THE EXTENDED SETTLEMENT

LARGE PLAN OF THE CITY OF VICTORIA

PLAN OF PEAK DISTRICT, VICTORIA

PLAN OF KOWLOON

NEW PLAN OF MANILA

PLAN OF SINGAPORE

PLAN OF PENANG

PLAN OF BATAVIA

THE CHRONICLE covers the notable events of the last half century in the Far East together with the Texts of all the most important Treaties concluded with the countries of Eastern Asia, the various Customs Tariffs, Trade Regulations, Chambers of Commerce, Scales of Commissions, Consular and Court Fees, Hongkong Stamp Duties, Post Office Guide, Signal Codes, Chinese Festivals, Tables of Money, Weights, and Measures, and other Commercial Information including:

TREATIES WITH CHINA

Great Britain—Nanking, 1842; Tientsin, 1853;

Convention, 1860; Rules for Joint Investigation of Customs Seizures, 1869; Chefoo, 1876, with Additional Article; Opium Convention, 1886; Chungking Convention, 1891; Tibet Silk Route Convention, 1890; Burma Convention, 1897; Kowloon Extension, 1898; Weihaiwei, 1898; Convention, Commercial, Shanghai, 1902.

France—Tientsin, 1858; Convention, 1860; Tientsin, 1855; Conventions, 1866, 1887, and 1895; Frontier Trade Regulations.

United States—Tientsin, 1858; Additional 1868; Peking, 1869; Immigration, 1894; Commercial, 1903.

Germany—Tientsin, 1861; Peking, 1880; Kiaochow Convention, 1898; Railway and Mining Concession, 1898.

Japan—Shimonoseki, 1859; Lioutong Convention, 1895; Commercial, 1896; New Ports, 1896; Supplementary Commercial, 1903.

Russia—St. Petersburg, 1851; Russian Land Trade, 1861; Port Arthur and Talienshan Agreement, 1888.

Portugal, 1888.

LUTGENS, EINSTMANN & CO., Sole Agents for China.

Hongkong 1st July, 1902.

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THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST

NOVEMBER

THE DIRECTORY AND CHRONICLE
FOR CHINA, JAPAN, COREA, INDO-CHINA,
SIAM, STRAITS SETTLEMENTS,
MALAY STATES, NETHER-
LANDS INDIA, PHILIP-
PINES, BORNEO, &c.,
WITH WHICH ARE INCORPORATED
THE CHINA DIRECTORY

AND
THE HONGKONG DIRECTORY
AND HONG LIST FOR THE FAR EAST

FOR
1904.

THE FORTY-SECOND ANNUAL ISSUE.

The DIRECTORY covers the whole of the ports and cities of the Far East, from Nether-lands India to Siberia, in which European reside.

Not only is the Directory as full and complete in each case as it can be made, but each Colony, Port, or Settlement is prefaced by a DESCRIPTION, carefully revised each year, most of which will serve as accurate GUIDES FOR THE TOURIST, giving every detail in connection with the places, their History, Topography, &c. &c.

The Information in these Descriptions, consisting of a hundred interesting articles, packed with facts concisely set out, and containing statistics of the TRADE of each Country and Port, would alone suffice to fill a large volume.

The Directories and Descriptions are of

CHINA

Peking Nanking Swatow

Tientsin Wuhan Canton

Poitaio Kwakhang Whampoa

Taku Hankow Kowloon

Newchwang Yochow Lappa

Dalny Shansi Sunshui

Port Arthur Ichang Wuchowfu

Chiefo Chungking Kwangchauwan

Waihauwei Hangchow Pakhoi

Lukhangtuan Ningpo Hoikow

Kiaochau Wenchow Lungchow

Shanghai Santu Amoy

Foochow Mengtze Szemao

JAPAN

Tokyo Osaka Keelung

Yokohama Moji Tainanfu

Hyogo Nagasaki Takow

<div data

SHIPPING.

ARRIVALS.

April 12, CHUNSHAN, British str., 1,281, J. D. Jenkins, Seign 8th April, General—BRADLEY & CO.
April 12, CLAVERLEY, British steamer, 1,902, Wm. P. Butt, New York, Singapore and Manila, 9th April, General—SHEWAN, TOME & CO.
April 12, HANGCHOW, British str., 999, Considine, Shanghai 9th April, General—BUTTERFIELD & SWINE.
April 12, KOWLOON, German steamer, 1,437, H. Stuh, CHINKING and Shanghai 9th April, Rice—SIEGMANN & CO.
April 13, BRISGAVIA, German str., 4,163, Schulz, Yokohama 20th March and April 11th April, General—HAMBURG-AMERIKALINIE.
April 13, CHIYUEN, Chinese str., from Canton, April 13, CHIYUEN, British str., from Canton, April 13, CYRUS, British str., 2,174, F. Simons, Rangoon 29th March, Rice—SAMUEL & CO.
April 13, FREDENE, British str., 2,448, R. J. Fisher, Rangoon 30th March, Rice—JAPANESE.
April 13, GLENSHIEL, British str., 2,204, E. Warner, R.N.E., London via Singapore 27th Feb, General—MCGREGOR BROS. & CO.
April 13, HOHOA, French steamer, 503, Costa, Haiphong and Hoioh 12th April, General—A. K. MARTY.
April 13, JACOB DIEDERICHSEN, German str., 623, B. Ohlsen Pakher and Hoioh 12th April, General—JENSEN & CO.
April 13, KWONGSAM, British str., 1,427, Lake, Shanghai 10th April, General—JARDINE, MATTHESON & CO.
April 13, SATSUMA, British str., 2,298, Chubb, New York 6th Feb, and Manila 10th April, General—DODWELL & CO. LTD.
April 13, SILVIA, German str., 6,700, F. Jager, Colombo 1st April, General—HAMBURG-AMERIKALINIE.
April 13, YIKANG, British str., 1,235, Bowker, Hongkong 9th April, Coal—JARDINE, MATTHESON & CO.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
13th April.
Dagnar, German str., for Swatow.
Rein, Norwegian str., for Bangkok.

DEPARTURES.

13th April.
AERUS, British str., for Yokohama.
CAPRI, Italian str., for Bombay.
FERNDEINE, British str., for Yokohama.
HAMBURG, German str., for Europe.
HUE, French str., for Haiphong.
KUMSANG, British str., for Calcutta.
MACHAON, British str., for London.
MALACCA, British str., for London.
MATSANG, British str., for Kudat.
PELATO, British str., for Swatow.
SIEJUS, British cruiser, for Miri Bay.
TELEMACHUS, British str., for Saigon.
TRICEM, German str., for Swatow.
TSINTAU, German str., for Bangkok.
UJINA, British str., for Cape St. James.
VALE OF DOON, Sarawak barque, for Rajang.

VESSELS IN DOCK.

13th April.

ABERDEEN DOCKS.—H. I. G. M. S. Meeve, Kowloon Docks—H. I. G. M. S. Meeve, Lin Tan, Empress of India, Athenian, Charles Hardouin, Adamastor, Ouid.
COSMOPOLITAN DOCK.—Naushan.

VESSELS ON THE BERTH

FOR ILOILO.

THE Steamship
"PRONTO,"
Captain Grandt, will be despatched for the above port on SUNDAY, the 17th inst., at DAYLIGHT.
For Freight, apply to HAMBURG-AMERIKALINIE, Hongkong Office, Hongkong, 11th April, 1904.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOT—POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship
"POLYNEZIEN,"
Captain Le Coispeller, will be despatched for the above ports on or about MONDAY, the 18th instant.
For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 12th April, 1904.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOT—POSTE FRANCAIS.

NOTICE.

—STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, MEDITERRANEAN
AND BLACK SEA PORTS.
LONDON, HAVRE, BORDEAUX;
ALSO
POETS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 19th April, 1904, at 1 P.M., the Company's Steamship "SALAZIE," Captain Negro, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TEASHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON only on Monday, the 18th April. Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on Tuesday.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, 8th April, 1904.

NATAI, LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILL'S ON LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO's fortnightly service hence to CALCUTTA. Sailing from CALCUTTA for CAPE PORTS every fortnight. For Freight and further particulars, apply to

DODWELL & CO., LIMITED.

General Agents for China and Japan.

Hongkong, 4th August, 1897.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAMES	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	BENGAL	Brit. str.	G. Philipp	P. & O. S. N. Co.	23rd inst., at Noon.
LONDON & ANTWERP	TELEMACHUS	Brit. str.		BUTTERFIELD & SWINE ...	26th inst.
LONDON & ANTWERP	ANTENOR	Brit. str.		BUTTERFIELD & SWINE ...	10th May.
MARSEILLES, &c., VIA PORTS OF CALL	SALAZIE	Fren.str.	Negre	MESSAGERIES MARITIMES	19th inst., at 1 P.M.
BREMEN, VIA PORTS OF CALL	P. HEINRICH	Ger. str.	R. Hainz	MELCHERS & CO.	27th inst., at Noon.
HAMBURG	BRISGAVIA	Ger. str.	Schillke	HAMBURG-AMERIKALINIE	To-day.
HAVRE & HAMBURG	SUEVIA	Ger. str.	Dohre	HAMBURG-AMERIKALINIE	25th inst.
HAVRE & HAMBURG	ALTEMISIA	Ger. str.	Gronmeyer	HAMBURG-AMERIKALINIE	8th May.
HAVRE & HAMBURG	STRASSBURG	Ger. str.	Storm	HAMBURG-AMERIKALINIE	17th May.
HAVRE & HAMBURG	SEGOVIA	Ger. str.	Madsen	HAMBURG-AMERIKALINIE	31st May.
TRISTE, &c., VIA SINGAPORE, &c.	TRISTE	Ams. str.	Förck	HAMBURG-AMERIKALINIE	14th June.
GENOA, MARSEILLES & LIVERPOOL	IDIOMENUS	Brit. str.	Macozzi	SANDER, WIELER & CO.	20th inst., P.M.
GENOA, MARSEILLES & LIVERPOOL	ACHILLES	Brit. str.		BUTTERFIELD & SWINE ...	To-day.
NEW YORK, VIA PORTS & SUEZ CANAL	SHIMOSA	Brit. str.	DODWELL & CO. LTD.	BUTTERFIELD & SWINE ...	20th May.
VANCOUVER, VIA SHANGHAI, &c.	E. ON INDIA	Brit. str.		CANADIAN PACIFIC R. CO.	About 13th May.
VICTORIA (B.C.) & TACOMA VIA JAPAN	ATHENIAN	Brit. str.		DODWELL & CO. LIMITED	20th inst.
VICTORIA (B.C.) & SEATTLE VIA N' SAKI, &c.	LYRA	Brit. str.		BUTTERFIELD & SWINE ...	23rd inst.
SHANGHAI	HYSON	Brit. str.	G. V. Williams	PORTLAND & ASIATIC CO.	To-day.
NICOMEDIA		Brit. str.	A. Wagner	BUTTERFIELD & SWINE ...	About 13th inst.
TAIWAN	H.G.H. Lowellin	Brit. str.		P. & O. S. N. CO.	19th inst., at 4 P.M.
MANILA		Brit. str.		BUTTERFIELD & SWINE ...	To-morrow, D'light.
TSINAN		Brit. str.		BUTTERFIELD & SWINE ...	To-morrow.
ANHUI		Brit. str.		MESSEGERIES MARITIMES	About 13th inst.
WOOSONG		Brit. str.		SANDER, WIELER & CO.	24th inst., P.M.
POLYNESIEN		Fren.str.	Le Coispeller	P. & O. S. N. CO.	About 13th inst.
CHUSAN		Ams. str.	Sander	BUTTERFIELD & SWINE ...	27th inst., 10 A.M.
TRIUMPH		Brit. str.	A. Hansen	OSAKA SHOSEN KAISHA	17th inst., 10 A.M.
FRITHJOF		Jap. str.	T. Duron	OSAKA SHOSEN KAISHA	24th inst., 10 A.M.
TRITOS		Jap. str.	H. A. Haraldsen	OSAKA SHOSEN KAISHA	20th inst., 10 A.M.
THALES		Brit. str.	Rosen	DOUGLAS LAPPRAK & CO.	To-morrow, 10 A.M.
KANSU		Brit. str.		BUTTERFIELD & SWINE ...	18th inst.
SUNGKIAN		Brit. str.		BUTTERFIELD & SWINE ...	To-morrow, Noon.
RUBEL		Brit. str.	R. W. Almond	SHEWAN, TOME & CO.	16th inst., 10 A.M.
ZAFIRO		Brit. str.	R. Rodger	SHEWAN, TOME & CO.	23rd inst., 10 A.M.
SHAWMUT		Brit. str.	W. M. Smith	DODWELL & CO. LTD.	About 30th inst.
ILIOILO		Ger. str.	Grandt	HAMBURG-AMERIKALINIE	17th inst., D'light.



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
FIUME AND TRIESTE (DIRECT),
Calling at SINGAPORE, PENANG,
COLOMBO, BOMBAY, KARACHI,
ADEN, SUEZ and PORT SAID.

Taking cargo at through rates to the BRAZILS,

to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.

THE Company's Steamship

"TRIESTE,"

Captain Macozzi, will be despatched as above on WEDNESDAY, the 20th April, P.M.

For information as to Passage and Freight, apply to

SANDER, WIELER & CO., Agents.

Princes Building, Hongkong, 29th March, 1904.

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PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
YOKOHAMA, VIA SHANGHAI, MOJI and KOBE	MANILA	About 19th April	Freight and Passage.
(Passing through the Inland Sea)	H.G.H. Lowellin, R.N.B.		
LONDON, &c.	BENGAL	Noon, 23rd April	See Special Advertisement.
	G. Philipp		
SHANGHAI	CHUBAN	About 24th April	Freight and Passage.
	W. B. Palmer, R.N.E.		

For further particulars, apply to E. A. BEWETT, Superintendent.

Hongkong, 14th April, 1904.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila direct.	Sat., 16th April, 10 A.M.
ZAFIRO	2540	R. Rodger	Manila direct.	Sat., 23rd April, 10 A.M.
PERLA	1980	A. H. Nottley		

For Freight or Passage apply to SHEWAN, TOME & CO., GENERAL MANAGERS.

Hongkong, 11th April, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHATIGA INLAND PORTS OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP TONS. CAPTAIN TO SAIL ON

NICOMEDIA 4,371 A. Wagner April 14, 1904

ARABIA 4,483

ARAGONIA 5,198

NUMANTIA 4,370

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to ALLAN CAMERON, GENERAL AGENT.

Hongkong, 29th March, 1904.

OCEAN STEAM SHIP CO., LTD.
AND
**CHINA MUTUAL STEAM
NAVIGATION CO., LTD.**
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA, AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"HYSON".....	On 18th April.
GLASGOW and LIVERPOOL	"PROMETHEUS".....	On 24th April.
GLASGOW and LIVERPOOL	"DEUCALION".....	On 1st May.
GLASGOW and LIVERPOOL	"ULYSSES".....	On 7th May.
GLASGOW and LIVERPOOL	"DAEDANUS".....	On 13th May.

HOMewardS.

FOR	STEAMERS	TO SAIL
GENOA, MARSEILLES and LIVERPOOL	"IDOMENEUS".....	On 14th April.
LONDON and ANTWERP	"TELEMACHUS".....	On 26th April.
LONDON and ANTWERP	"ANTENOR".....	On 10th May.
GENOA, MARSEILLES and LIVERPOOL	"ACHILLES".....	On 20th May.

* Taking cargo for Liverpool at London rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	"HYSON".....	On 18th April.
The s.s. "ANHUI" left Port Darwin on the 30th March, for Mania and Hongkong.	For Freight, apply to	

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 5th April, 1904.

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**CHINA NAVIGATION CO.
LIMITED.**

FOR	STEAMERS	TO SAIL
SHANGHAI	"ANHUI".....	On 15th April, 12th
SILANGHAI	"WOOUNG".....	On 15th April.
MANILA	"SUNGKUANG".....	On 15th April, Noon.
SWATOW, TSINGTAO and TIENTSIN	"KANSU".....	On 18th April.
KOBE	"TSINAN".....	On 19th April, 4 P.M.
PORT DARWIN, THURSDAY	"TAIYUAN".....	On 23rd April.
ISLAND, COOKTOWN, CAIENS, TOWNSVILLE, BRISBANE	"TAIYUAN".....	On 23rd April.
SYDNEY and MELBOURNE		

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

+ Taking cargo on through bills of lading to all Yangtze and Northern China Ports.

+ Taking cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS (See Special Advertisement).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 13th April, 1904.

[12]

NOW READY.

**DIRECTORY OF
PROTESTANT MISSIONARIES
IN CHINA, JAPAN AND COREA
FOR 1904.**

WITH ALPHABETICAL LIST.

88 PAGES. PAPER COVER, 60 Cents, On Sale at

AMERICAN PRESBYTERIAN MISSION PRESS, Shanghai.

Mr. EDWARD EVANS, Missionary Home, Book Room, 1, Quinlan Gardens, Shanghai;

Messrs. KELLY & WALSH, Ltd., Hongkong

Shanghai and Yokohama;

Messrs. W. BREWER & Co., Hongkong and Shanghai;

YUEN CHONG BOOK STORE, Swatow;

Messrs. A. S. WATSON & Co., Amoy;

Messrs. H. BLOW & Co., Tientsin;

Messrs. HODGE & Co., "Seoul Press," Seoul;

"NAGASAKI PRESS" OFFICE, Nagasaki;

"KORE CRONICLE" OFFICE, Kobe

"DAILY PRESS" OFFICE, Hongkong, and a

the London Office, 131, Fleet Street.

Hongkong, 12th December, 1903.

FOR CANTON.

THE new and fast Twin-Screw Steamer "SAN CHEUNG," 951 Tons, Captain A. Murphy, will leave for Canton at 8.30 P.M. on SUNDAY, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.

First-class Fare, \$3 each way. Second-class, \$1.50 each way. Meals, \$1 each. Cargo Freight very moderate.

CHIUNG ON STEAMBOAT CO., LTD., No. 147, Connaught Road Central, Hongkong, 15th March, 1904.

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**HONGKONG DAILY PRESS
PUBLICATIONS.**

**DIRECTORY AND CHRONICLE
OF THE FAR EAST**.....\$10.00
 **DIRECTORY OF PROTESTANT
MISSIONARIES IN CHINA,**

JAPAN AND COREA.....0.60
 **POLITICAL OBSTACLES TO MIS-
SIONARY SUCCESS IN CHINA**

FROM FORTEMOUTH TO PEKING,

VIA LADYSMITH, WITH A

NAVAL BRIGADE (Cruis. of

H.M.S. "Torbay").....1.00

MOUNTINGS OF NAVAL GUNS

and their Subsequent Use with the

Ladysmith Relief Column.....1.00

ARALIKE EXPLOITS OF THE

MERCHANT NAVY, by J. E.

Featherstonhaugh.....2.50

LED OUT: or the Chung Wang's

**Daughter, an Anglo-Chinese Ro-
manance, by Chas. J. H. Halecombe**

2.00

**CHINESE AND CHINESE DIC-
TIONARY** (4 Vols.).....20.00

CHANCE OF SHANTUNG: Its

Trade, Population and Prospects

OF WEST RIVER.....0.50

**LYNDHURST, British 4-m. barque, Parnell-
Standard Oil Co.**

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NOT RESPONSIBLE FOR DEBTS.

NEITHER the CAPTAIN, the AGENTS, nor

the OWNERS will be RESPONSIBLE

for ANY DEBT contracted by the Officers or

the Crew of the following Vessels during the

stay in Hongkong Harbour.

ARROW, British 4-m. barque, McDonald

Standard Oil Co.

LYNDHURST, British 4-m. barque, Parnell-

Standard Oil Co.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"MALTA,"

FROM BOMBAY, COLOMBO AND

STRAITS.

Consignees of Cargo by the above-named

vessel are hereby informed that their Goods are

being landed and placed at their risk in the

Hongkong and Kowloon Wharf and Godown

Company's Godowns at Kowloon, where each

consignment will be sorted out mark by mark,

and delivery can be obtained as soon as the

Goods are landed.

This Vessel brings on cargo:—

From London, &c., ex.s.s. "Himalaya" and

"Somali."

From Calcutta, ex.s.s. "Syria."

From Persian Gulf, ex.s.s. B. I. S. N.

and B. & P. S. N. Co.'s steamers.

Optional Goods will be landed here unless

instructions are given to the contrary before

4 P.M., TO-DAY, the 8th inst.

Goods not cleared by the 14th inst., at 4 P.M.,

will be subject to rent.

No Fire Insurance will be effected by me in

any case whatever.

Damaged packages must be left in the Go-

downs for examination by the Consignee's and

the Company's representative at an appointed

hour. All Claims must be presented within

ten days of the steamer's arrival here, after

which date they cannot be recognised. No

Claims will be admitted after the Goods have

left the Godowns.

E. A. HEWETT.

Superintendent.

Hongkong, 1st January, 1904.

[1]

INSURANCES

**L'UNION DE PARIS FIRE INSURANCE
COMPANY, LIMITED.**

THE Undersigned having been appointed
AGENTS for the above Company are
prepared to accept Risks against Fire at current
rates.

SIEMSSON & CO.

Hongkong, 1st January, 1904.

[1]

**AACHEN AND MUNICH FIRE IN-
SURANCE CO.**

OF AIX-LA-CHAPELLE.

THE Undersigned, having been appointed
AGENTS for the above Company are
prepared to accept Risks against FIRE at current
rates.

REUTER, BROCKELMANN & CO.

Agents.

POST OFFICE NOTICES.

Until further notice the transmission of correspondence via Dalny and the Trans-Siberian Railway is discontinued.
The *Polynesian*, with the French mail of 16th ult., left Singapore on Monday, the 11th inst., at 4 p.m., and may be expected here on Monday, the 18th inst. This packet brings replies to letters despatched from Hongkong on 13th February.
The *Steria*, with the American mail, left Yokohama on Monday, the 11th inst., and may be expected here on or about the 19th inst.

MAILS WILL CLOSE

FOR	PER	DATE
Canton	Pouda	Thursday, 14th, 7.30 A.M.
Swatow, Singapore and Bangkok	Chowtai	Thursday, 14th, 8.00 A.M.
Moji, Kobe, Yokohama and Portland, Oregon	Nicomedie	Thursday, 14th, 11.00 A.M.
Kobe	Condor	Thursday, 14th, 11.00 A.M.
Shanghai and Haiphong	Chiyou	Thursday, 14th, 3.00 P.M.
Haihong	Haihong	Thursday, 14th, 5.00 P.M.
Anhui	Anhui	Thursday, 14th, 5.00 P.M.
Namao	Taichan	Thursday, 14th, 5.00 P.M.
Saobuo	Hoiu	Thursday, 14th, 5.00 P.M.
Macao	Wingchau	Thursday, 14th, 5.00 P.M.
Canton	Falshan	Thursday, 14th, 5.00 P.M.
Canton	Kinsan	Friday, 15th, 7.30 A.M.
Swatow, Taku and Tainanfu	Thales	Friday, 15th, 9.00 A.M.
Manila	Sungkang	Friday, 15th, 11.00 A.M.
Shanghai	Woosung	Friday, 15th, 3.00 P.M.
Canton	Hawke	Friday, 15th, 5.00 P.M.
Canton	Falshan	Saturday, 16th, 7.30 A.M.
Manila	Ruhi	Saturday, 16th, 9.00 A.M.
Swatow, Tsiugtau and Tientsin	Evandale	Saturday, 16th, 10.00 A.M.
TO-DAY.		
Salo, Coal, Marine Lot No. 50, Mong-kok-tsui, Messrs. Hughes & Hough, 3 p.m.		
Annual Meeting of the Shareholders in and Subscribers to the City Hall, City Hall Library, 5 p.m.		
Ball, City Hall, 9 p.m.		
Leavitt's Troubadours, City Hall, 9 p.m.		
TO-MORROW.		
Organ Recital by Mr. A. G. Ward, St. John's Cathedral, 5.15 p.m.		

COMMERCIAL.

CLOSING QUOTATIONS.

13th April.

ON LONDON.—	Telegraphic Transfer	1.81
Bank Bills, on demand	1.81	
Bank Bills, at 30 days' sight	1.81	
Bank Bills, at 4 months' sight	1.81	
Credits, at 4 months' sight	1.81	
Documentary Bills, 4 months' sight	1.81	
ON PARIS.—		
Bank Bills, on demand	217	
Credits, at 4 months' sight	222	
ON GENEVA.—		177
On demand		
ON NEW YORK.—		424
Bank Bills, on demand		
Credits, 60 days' sight	43	
ON BOMBAY.—		129
Telegraphic Transfer		
Bank on demand	129	
ON CALCUTTA.—		129
Telegraphic Transfer		
Bank on demand	129	
ON SHANGHAI.—		129
Bank, at sight	73	
Private, 30 days' sight	73	
ON YOKOHAMA.—	On demand	83
Bank Bills, on demand		Nominal
ON SINGAPORE.—	On demand	Nominal
ON BATAVIA.—	On demand	104
ON HAIPHONG.—	On demand	11 p.m.
ON SAIGON.—	On demand	1 p.m.
ON BANGKOK.—	On demand	63
SOVEREIGN, Bank's Buying Rate	\$11.45	
GOLD LEAF, 100 fine, per tael	60.40	
BAB SILVER, per oz.	24	
OPIUM.		

13th April.

Quotations are— Allow're not to catch.		
Malwa New	\$1000	to \$1040 per picul
Malwa Old	\$1060	to \$1100
Malwa Older	\$1120	to \$1160
Malwa V. Old	\$1180	to \$1220
Perian extra fine	\$900	to —
Patna New	\$1250	to — per chust.
Patna Old	—	—
Bounces New	\$1340	to —
Bounces Old	—	—

VESSELS EXPECTED.

THE INDIAN MAIL.
The Indo-China steamer *Laisang*, from Calcutta and the Straits, left Singapore for this port on the 11th inst., at 5 p.m.

THE FRENCH MAIL.
The M.M. steamer *Polynesian* left Singapore for this port on the 11th inst., at 4 p.m., via Saigon.

THE AMERICAN MAIL.
The P.M. steamer *Steria*, from San Francisco to the 23rd ult., via Honolulu, left Yokohama for this port via Inland Sea, &c., on the 11th inst., due here about the 18th inst.

WERNHART STEAMERS.
The steamer *Satsuma* left Singapore for this port via Manila on the 2nd inst.

The C.N. steamer *Tsinan*, from Australian ports, left Manila on the 11th inst., at 6 p.m., and is expected here on the 14th inst., a.m.

The F. & A. steamer *Indratelli* left Yokohama on the 4th inst., and is due here on the 14th inst.

The N.Y.K. chartered steamer *Ketria*, from London, &c., left Singapore for this port on the 8th inst., at 1 p.m., and is expected here on the 15th inst., at 5 p.m. This steamer brings cargo originally intended for *Sado Maru*.

The C.C. steamer *Caverley* arrived at Kobe on the 5th inst., and is due here on the 16th inst.

The P. & O. steamer *Manila* left Singapore for this port on the 12th inst., at 6 a.m.

The A.L. steamer *Marquis Bacchus* left Singapore for this port, and is due here on the 18th inst.

The O.S.S. & C.M. steamer *Hyslop* left Singapore for this port, and is due here on the 18th inst.

The F. & A. steamer *Empire*, from Sydney, &c., left Port Darwin on the 12th inst. for this port via Timor and Manila.

The O.S.S. & C.M. steamer *Pinguey* left Victoria (B.C.) on the 24th ult. for Japan and Hongkong.

The C.P.R. steamer *Tartar* left Vancouver for Hongkong via the usual ports of call on the 31st ult.

The Boston Steamship Co.'s steamer *Shawmut* left Victoria for Yokohama and the usual ports on the 1st inst.

The O.S.S. & C.M. steamer *Agamemnon* should leave Victoria (B.C.) for Japan and Hongkong on the 21st inst.

The P. & A. steamer *Indrapura* left Portland for Hongkong via Japan ports on the 8th inst., and is expected here on the 11th inst.

PASSENGERS.

ARRIVED.

Per *Glenstiel*, from London, &c., Mr. and Mrs. Hudson and child, Mr. McCree.

JOINT STOCK SHARES.

Hongkong, 13th April.

COMPANY	PAID UP.	QUOTATIONS.
Hongkong & Shai...	\$125	\$40, sellers London 243.
Nati. Bank of China	\$2	\$35, buyers
B. Shares	\$2	\$35, buyers
Four. Shares	\$1	\$10, sellers
Bell's Asbestos E. A...	\$1	\$6, sellers
Canton-Hongkong Ice	\$10	\$10, nominal
Campbell, Moore & Co.	\$10	\$37, x.d., sellers
China-Borneo Co., Ltd.	\$12	\$10, buyers
China Light and	\$10	
Power Co., Ltd.	\$10	\$875, sellers
China Sugar	\$10	\$125
Cigar Companies	\$500	\$200
Alhambra, Ltd.		
Philippines Co., Ltd.	\$10	\$10, buyers
Cotton Mills		
Evo	Tls. 50	Tls. 33, sellers
International	Tls. 75	Tls. 22
Lea Kung Mow	Tls. 100	Tls. 22
Soyches	Tls. 500	Tls. 170
Hongkong	\$10	\$141, sellers
Dairy Farm	\$6	\$22, buyers
Fenwick & Co., Goo...	\$25	\$47
Green Island Cement	\$10	\$23, ex div., sales
Hongkong & C. Gas	\$10	\$140, buyers
Hongkong Electric	\$6	\$16, sellers
H. H. L. Tramways	\$100	\$64, buyers
H. L. Steam Water...	\$10	\$151, sellers
Hooper Co., Ltd.		
Hongkong Hotel	\$50	\$132, sellers
Hongkong Ice	\$25	\$220, sellers
H. & K. Wharf & G...	\$50	\$64, buyers
Hongkong Rope	\$50	\$140, sellers
H. & W. Duck	\$50	\$206, buyers
Immaculata		
Canton	\$50	
China Fire	\$90	175
China Tradem...	\$25	\$83, sales & buy...
Hongkong Fire	\$50	\$664, buyers
North China	\$50	\$286, sales & buy...
United	\$100	Tls. 87.
Yangtze	\$100	\$490, buyers
Land and Building		
Hongkong Land Inv	\$100	\$145, buyers
Humphreys E.	\$10	\$10,60, buyers
Kowloon Land & E...	\$24	\$2,00, sales & buy...
West Point Building	\$30	\$35
Shanghai Land	\$50	Tls. 107.
Luzon Sugar	\$100	\$10, sellers
Haining		
Charbonnages	Frs. 250	\$600
Punjons		\$11, sellers
Do. Preference		\$1, 25cts.
Kaubs	18/10	\$61, sellers & sellers
New Amye Dock	\$92	\$373, sellers
Powell, Ltd.	\$10	\$91.
Steamship Cos.		
China and Manila	\$50	\$22, sellers
Bougies Steamship	\$50	\$35, sales
Indo-China S. N.	\$20	\$93.
Shek Transport and		
Trading Co.	\$1	19s., buyers
Do. Preference	\$10	28.
Star Worry	\$10	\$31, sales
S.C.F. Boyd & Co., Ltd.	Tls. 100	\$181, sellers
S. & H. Dyeing & C...		
Co., Ltd.	\$50	\$50.
Teahouse Planting Co.	\$5	\$1, sellers
United Asbestos	\$4	\$9, buyers
Do.	\$10	\$210, buyers
Watkins, Ltd.	\$10	\$62, buyers
Watson & Co., A.S.	\$10	\$14, buyers

VEENON & SMYTH, Brokers.

MESSRS. FALCONER & CO'S REPORTS, 13th April.		
Barometer 9 A.M.	29.95	Barometer 9 A.M. (Wetbulb) 68
Barometer 1 P.M.	29.92	Barometer 1 P.M. (Wetbulb) 71
Barometer 4 P.M.	29.87	Barometer 4 P.M. (Wetbulb) 70
Thermom.		